

# LOSS OF THE U. S. STEAMER WALKER.

## TWENTY PERSONS MISSING.

Particulars of the Disaster---Arrival of the Survivors at this port---List of the Saved and of the Lost.

A telegraphic dispatch, received late on Thursday, from Cape Island, New Jersey, announced the loss of the United States Coast Survey Steamer *Walker* by collision with an unknown schooner off Absecon, early on Monday morning of that day, and stated that twenty of her crew were supposed to be lost, while the survivors, some forty in number, had been saved in the boats. By the arrival, yesterday, of the steamer *Kennebec*, Capt. JOHNSON, from Cape May, with forty of the crew of the unfortunate steamer, we have been enabled to gather full particulars of the disaster, and a complete list of the saved and lost. The *Walker*, Lieut. J. J. GUTHRIE commanding, which has been absent for several months, engaged in the work of the coast survey, at the South, was returning to New-York for repairs. She left Norfolk on Tuesday, the 19th inst., and, at the time of the collision, had passed Cape May, and was within about ten hours sail of New-York. The wind had been blowing fresh from Northeast, and there was a heavy head-sea, which considerably retarded the progress of the steamer. She was, however, making about seven knots an hour under steam. At about 2½ o'clock A. M., the man on the look-out saw a schooner approaching under full sail, and steering head on. He notified the man at the wheel, and gave the usual order to port the helm. The order was obeyed, the helm being put hard a-port; but at the same time the schooner was observed to put her helm a-starboard thus rendering a collision inevitable. As both vessels were under full headway, there was no time for either to alter his course, and the shock was instantaneous and terrible. The schooner struck the steamer on the port-bow, near the forward chains, her head-rail taking under the steamer's plankshear, staving in the iron plates, and opening her down to the water-line. The vessels then swung clear of each other, and the schooner was observed to round to and remain with her sails shaking for four or five minutes. She then filled away and kept on her course. An effort was made to hail her from the steamer, but it failed. The shock of the collision immediately brought all that were below on deck, and word was passed that the steamer was sinking. Captain GUTHRIE ordered the vessel headed in shore, and sent men below to stop the leak if possible. Hammocks and mattresses were stuffed into the opening, but the hole was so large and the force of the water so great that it was found impossible to stop it. In fifteen minutes the water had risen to the furnaces and extinguished the fires, causing the engines to stop. Orders were now given to clear away the two boats, (one having been destroyed by the collision,) and to drop them astern, that they might be ready for use. There was no time to be lost, however, as she was fast sinking. The mainmast was ordered to be cut away, and the booms and spare spars cut loose to afford the crew the means of sustaining themselves in the water. The boats were now hauled up, and one of the crew who was sick, and the only lady passenger on board, first put into one of them. Implicitly obeying the commands of Capt. GUTHRIE and his officers the boats were then filled with as many as they could safely sustain, and, at the word of command, pulled away from the sinking ship. The next moment she went down, carrying with her all who were on her decks. The crew were now seen clutching at the floating spars and loose materials of the wreck, or clambering up the rigging to save themselves by clinging to the topmast head. The boats were very deeply loaded, there was a heavy sea running, and their crowded condition left little or no room to pull at the oars. They were some ten miles from the land, and, even if they were able to reach it, the heavy surf which broke upon the beach would render it impossible to land without swamping the boats, and probably losing many lives. In this extremity a vessel was seen bearing down for them. She was hailed, and immediately answered by rounding to and giving them a line. All the crew were put on board, excepting men enough to man each boat, both of which then returned to search for those who were still clinging to the wreck or floating spars. All who could be found were picked up. At this time another schooner was seen, apparently engaged in the same work, but she soon kept away, and how many she may have picked up, if any at all, is not known. It is hoped that, of the twenty persons missing, some at least are on board of this unknown vessel, which has probably carried them to some Southern port.

The schooner which picked up the boats, and rendered such timely and important service, proved to be the *R. G. Johnson*, Capt. HUDSON. He remained in the vicinity of the sunken steamer, searching for the missing men until 2 o'clock P. M., Thursday, when, the weather being thick and it blowing fresh, the vessel was headed for Cape May. Here they were all landed, and the same afternoon the steamer *Kennebec*, Capt. JOHNSON, who kindly received them on board, brought them to this City. They have lost everything they possessed.

### LIST OF THE SAVED.

The following is a list of those who reported themselves on board of the receiving ship *North Carolina* yesterday:

Mr. Guthrie, son of Lieut. Guthrie, in charge of the crew. John McMullen, Captain main-top. John Burton, master-at-arms. Charles Clifford, John Brown, J. R. Hall, Essex D. Corcoran, (sick and unable to report himself,) Quartermasters. Robert Bell, Joseph Meary, George Penn, Joseph Peterson, John Desmond, John Rowe, Joseph Clark, John Brien, Andrew Young, William Logan, William J. Jones, John Smith, James A. Golden, seamen. James Clark, James Delorse, Alonzo Hood, John A. Minor, John W. Walsh, Burnett Canah, ordinary seamen. John C. Johnson, boatman's mate. James Young, gunner's mate. Edward Lynch, arms mate. Joseph Wilson, sailmaker. John Taylor, fireman. Michael Lyons, Daniel Evans, Frederick Dougherty, Henry Hunter, Michael Boyle, coal passers. Peter Decker, (boy.) John Harrison, C. T. Thomas Rixley, Lds. William H. Mapes, 1st C. F. Henry Dick, S. S.

There were three others known to have arrived in the steamer, making forty-four in all who are saved.

### LIST OF THE MISSING.

The following list of the missing crew has been supplied by Mr. CHARLES GIFFORD, Quartermaster on board of the *Walker*, to whom we are also indebted for the particulars of the collision:

Marcus (or Marquis) Buoneventa, ward-room steward.

Michael M. Lee, ship's cook, (colored.)  
James Patterson, ward-room cook, (colored.)  
Henry Reed, second mate.  
Timothy O'Connor, second gunner.  
John Driscoll, seaman.  
Michael Olman, seaman.  
George W. Johnson, son of Mr. Johnson, the actor.  
Charles Miller, ordinary seaman.  
Robert Wilson, seaman.  
John M. Brown, captain of after guard.  
Jeremiah Coffee, cooper.  
Cornelius Crow, landsman.  
John Farren, fireman.  
James Farren, fireman.  
Samuel Sizer, fireman.  
George Price, fireman.  
Joseph Bache, fireman.  
Daniel Smith, fireman.  
Peter Conway, fireman.

Total 20.

### RECAPITULATION.

Names of those saved.....44

Names of those missing.....20

Total of the crew.....64

The foregoing list corresponds with the names of the lost as telegraphed from May's Landing, N. J., and signed by N. G. PORTER, but afterwards the following names are added:

S. J. HUDSON,

JONH ENGLISH.

E. SMITH,

WM. TAYLOR.

**FERRIS FEMALE INSTITUTE.**—The second annual commencement of the Ferris Female Institute took place yesterday. At 2½ o'clock P. M. the pupils, 173 in number, walked in procession from the Institute to the Lecture-room of the Madison-avenue Church, at the corner of Twenty-ninth-street, where the exercises were held. They were all attired in white, and when they had taken the positions assigned them a charming *coup d'oeil* of grace and beauty was presented to the willing gaze. The proceedings at the Church mainly consisted of the reading of reports on the various branches of the knowledge which the Institution affords, but these were pleasantly diversified with singing by the pupils and the distribution of awards. The course of study appears to be very comprehensive, inclining, however, more to the useful than the ornamental. Mr. C. H. GARDNER is the Principal of the establishment, and he is aided by an efficient corps of twelve professors and teachers. The names of the graduating class are Misses Sears, Vanderpoole, Baldwin, Brand, Miles, Williams, Daveti and Briggs. In the evening the young ladies entertained a company in the spacious parlors of the residence of the Principal,